

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

DEMOLISHED

Property Name: _____ Inventory Number ~~8-1000~~ *PG: 79-91*

Address: 3501 Crain Highway, SW, Prince George's County - *in the vicinity of Upper Marlboro*

Owner: VOB Limited Partnership

Tax Parcel Number: 1 Tax Map Number: 93

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district? X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The one-and-a-half story, house is a vernacular expression of the Craftsman style. The house has a front-gabled roof with a half-hipped roof projecting from the main elevation, creating an entry porch. Exposed rafter tails are evident on the porch roof and four porch posts are supported by rock-faced concrete blocks. The house is constructed of rock-faced concrete blocks and the windows have simple stone sills.

Although Prince George's County experienced an increase in population during the early years of the 20th century, the growth was focused primarily on the northern section of the county. The communities around the streetcar lines and the eventual introduction of the automobiles, led an increase in suburban development in the sections of the county that could be easily reached from the nation's capital. The suburbs remained dependent on the city for jobs and services, and this is reflected in the early development within the project area. Most of southern Prince George's County remained rural around the turn of the century.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended ___ Criteria: ___ A ___ B <u>X</u> C ___ D	Eligibility not recommended <u>X</u> Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
 Reviewer, Office of Preservation Services	 Date
_____ Reviewer, NR Program	_____ Date

Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1920 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

PG:79-91

BOWLING HEIGHTS

4685

P/O 1

JOHN M. M
5317/52
15.70 A
P.6

P.47
P.48
P.49A
P.5

P.86

P.98

P.84

P.10

P.5

ROBERT J
SUMMERS
6458/784
5.57
P.29

JOHN M MYERS
5923/214
43 09A
P.8

PAUL P TU
4837/2
9 17A
P.16

JACK QUEEN

Prince George's County, MD
Tax Map 93

P.182

ROBERT S.
JAMESON & TA

N↑

LD

BRISTOL
QJAD

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PG: 74A-33
16012 Leland Rd.
(PG County)

PG: 79-85
2300 Crain Hwy. Ct

PG: 79-86
2500 Crain Hwy. (PG)

PG: 79-87
2512 Crain Hwy.
(PG)

PG: 79-88
2516 Crain Hwy.
(PG)

PG: 79-110
6205 Swanson Rd.
(PG)

PG: 79-89
2817 Crain Hwy.
(PG)

PG: 79-90
3100 Crain Hwy.
(PG)

PG: 79-91
3001 Crain Hwy.
(PG)

5661 IV NE
(LANHAM)

76°45'

349000m E.

350

KIDWELLS CORNER 1.5 MI.

42°30''





~~6/1/0083~~ PG: 79-91

3501 CRAIN HIGHWAY, SW
PRINCE GEORGES COUNTY, MD

TRACERIES

JULY 1999

MD SHPO

VIEW looking Southwest

1 OF 1